Boundary walls around railway property

3168. SHRI RAJEEV SHUKLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to construct boundary walls around railway property in Mumbai, Delhi, Chennai and Kolkata to prevent their encroachment and misuse; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) Railways are engaged in a continuous exercise to construct boundary walls around railway property to prevent their encroachments and misuse. The length of boundary walls proposed to be constructed during the year 2009-10 around railway property in the four metropolis is as given below:—

Mumbai (21.5 Kilometre), Delhi (4.6 Kilometre), Chennai (0.9 Kilometre) and Kolkata (6.8 Kilometre).

Modernisation of Chhatrapati Shivaji Terminus Station

†3169. SHRI Y.P. TRIVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the task of carrying out survey to make Chhatrapati Shivaji Terminus, Mumbai entirely a state-of-art station, while retaining its status as a heritage site, has been assigned to some French company AREP, a subsidiary of French Railway (SNCF) at the cost of Rupees 90 crores;

(b) if so, when and the time by when survey is likely to be completed;

(c) the time when the task of modernization would commence;

(d) whether the Railways have also commenced the survey for making 26 more railway stations at par with international standards; and

(e) if so, by when and the names of those 26 stations alongwith the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) For preparation of Master Plan and Feasibility report for developing Carnac Bunder (CST Mumbai) as world class station, M/s AREP VILLE, France has been appointed as Architect and Technical Consultant at a cost of Rs. 11.45 crores. A part of Chhatrapati Shivaji Terminus site is a heritage structure that will be preserved during formulation of the proposal for development of the station. Preparation of Master Plan and Feasibility report is targeted to be accomplished by March, 2010.

(c) Award of the concession takes about one and a half year after approval of the Master Plan and Feasibility Report by the local agencies. Work at site shall commence after financial close is achieved by the concessionaire.

(d) and (e) As per the Budget Announcement 2009-10, it is now proposed to develop about 50 stations as world class stations. Master Plan and Feasibility Report of New Delhi has

†Original notice of the question was received in Hindi.

been prepared and that of Patna and Carnac Bunder (CST Mumbai) has been taken up. For other stations Railway were advised to take up preliminary activities.

Katara-Banihal rail link segment

3170. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) the time schedule for completing the rail alignment between Katara and Banihal, including constructing the mega-arch bridge over the river Chenab;

(b) whether there has been escalation in cost for this rail link segment over the original estimated cost; and

(c) if so, whether it is attributable only to inflation and rise in cost of material, or there are other significant factors like changes in the original planning from time-to-time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (c) Railway alignment between Katra-Banihal, including the alignment over river Chenab has been reviewed by the Expert Committee. The recommendations of the Committee are under consideration of the Ministry. Time schedule and cost of the project can be ascertained after final decision is taken by the Ministry on the report of the Committee.

Train operation

†3171. SHRI RAJIV PRATAP RUDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the situation of train operation is worse at present;

(b) if so, the reasons therefor;

(c) whether Government has prescribed any policy to improve the situation of train operation; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) No, Sir.

(b) Does not arise.

(c) and (d) Improvement of train operation is an ongoing process depending upon modernization of technology, development of infrastructure facilities, improvement in factors beyond railways control such as weather, law and order, agitations etc.

Running of non-stop trains on existing tracks

3172. SHRI SHYAMAL CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the existing rail tracks are capable of running non-stop trains, as proposed in the rail budget;

(b) if not, whether there are any decision for changing or upgradation of the existing rail tracks;

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†Original notice of the question was received in Hindi.